

The China Mail.

Established February, 1845.

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號九月八十八年八百八十一英

HONGKONG, WEDNESDAY, AUGUST 29, 1888.

日二十月七子歲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 37, Walbrook, E.C. SAMUEL DRAGO & CO., 160 & 164, Leadenhall Street, E.C. W. M. WILLIAMS, Cannon Street, E.C. A. W. WILLIAMS, Cannon Street, W. M. WILLIAMS, 151, Cannon Street, E.C. R. W. WILLIAMS, Cannon Street, W. M. WILLIAMS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—ANDREW PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO, and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Gotch, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., The Archopterous Co., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—Macao, F. A. de Cruz, Sayle, Quelch & Co., Amoy, N. MOALLE, Foochow, Hengchow, Kowloon, Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CHAWROTH & CO., and KELLY & CO.

BANKS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$4,00,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. JOHN BELL-LEWING.
Deputy Chairman—W. H. FORBES, Esq.
O. D. BOTTOMLEY, Esq.
C. O. MICHAELSEN, Esq.
W. G. BRODIE, Esq.
H. L. DALBYMPLE, Esq.
N. A. SIEZ, Esq.
E. A. SOLOMON, Esq.
Hon. A. P. MCLEWEN, Esq.

CHIEF MANAGER.
Hongkong,....THOMAS JACKSON, Esq.
MANAGER.
Shanghai,....EVAN CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.
INTEREST ALLOWED.
Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

On Fixed Deposits.—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Debt granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, August 25, 1888. 363

Intimations.

HONGKONG & SHANGHAI BANKING
CORPORATION.

THE DIVIDEND declared for the Half
Year ending 30th June last, at the
Rate of (\$1.10) ONE POUND AND TEN
SHILLINGS STERLING per Share of \$125,
IS PAYABLE on and after MONDAY
the 27th Instant, at the OFFICES of
the Corporation, where Shareholders
are requested to apply for WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, August 25, 1888. 1414

COLLEGE OF MEDICINE FOR
CHINESE.

RESIDENTS in the Colony would
materially aid the SENATE of the
COLLEGE by forwarding to the Annex
Memorial Hospital.

(1) Glass Jam (for mæcon purposes).
(2) Illustrated Papers and Books for the
Student's Reading Room and Library.

Address to
JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

Intimations.

NOTICE.

NOTICE is hereby given that the SCRIP
of 22 SHARES in the CHINA AND
MANILA STEAMSHIP COMPANY,
LIMITED, Numbered 1044/1065 and Re-
gistered in the name of Mr. ANTONIO
OZORIO, is MISSING. And, Notice is also
given that unless the said SCRIP is produced
and proof of ownership lodged with the
Underwriters by the 10th instant, 1888,
NEW SCRIP will be issued for the said
Shares of the said ANTONIO OZORIO.

PARIS AND EUROPE.—ANDREW PRINCE
& CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park

Row.

SAN FRANCISCO, and American Ports
generally.—BEAN & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—Gordon & Gotch, Mel-
bourne and Sydney.

CEYLON.—W. M. SMITH & CO., The

Archopterous Co., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE &

CO., Square, Singapore. C. HEINZEN

& CO., Manila.

CHINA.—Macao, F. A. de Cruz, Sayle,

Quelch & Co., Amoy, N. MOALLE,

Foochow, Hengchow, Kowloon, Shanghai,

LANE, CRAWFORD & CO., and KELLY

& WALSH, Yokohama, LANE, CHAW-

ROTH & CO., and KELLY & CO.

1354 General Managers.

A RAMBLE THROUGH SOUTHERN
AFRICA.—By Mr. G. TAYLOR.

This Article, which has been reprinted
from the *China Review*, contains one of
the best Sketches of Formosa Life yet written.

A few roughly-executed Woodcuts are
included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE,

CRAWFORD & CO., and Messrs. KELLY &

WALSH, LIMITED, Hongkong; also, Mr. N.

MOALLE, Amoy.

Hongkong, March 2, 1888. 363

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3% or \$25 per
Share for the Six Months ended 30th
June, 1888, declared at To-day's Ordinary
Half-Yearly Meeting, will be payable at the
Premises of the HONGKONG AND SHANGHAI
BANKING CORPORATION on and after TUES-
DAY, the 25th Instant, and SHAREHOLDERS
are requested to apply for WARRANTS at
the Company's OFFICE, No. 14, Praya Central,
Hongkong.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, August 27, 1888. 1423

Business Notices.

GARDEN SEEDS.

SEASON 1888.

(+)

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR NEW STOCK OF

VEGETABLE AND FLOWER SEEDS:

SUTTON'S SELECTED ENGLISH SEEDS.

HENDERSON'S TESTED NEW YORK SEEDS.

Orders should be sent in at once. Detailed Lists sent on application.

SUTTON'S CONCENTRATED MANURE.

BOOKS UPON GARDENING.

GARDEN TOOLS.

GARDEN GLOVES.

ENGLISH-MADE WATERING CANS.

And

LAWN MOWING MACHINES.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1888. 1387

1387

J. MARINBURK,

COLLEGE CHAMBERS,

BEGS to inform the Public that he has made GREAT
REDUCTIONS IN PRICES
OF FURNITURE AND UPHOLSTERING

IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes
and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

NEW GOODS.

TAIL SILK HATS.

DEAD FELT HATS.

BLACK, BROWN, DRAB and GREY HARD

TERAL and other SOFT FELTS.

TWEE HATS and Caps in now shapes.

STRAW and PIKE HATS.

SILK UMBRELLAS, from \$5,
over 10) to choose from

WALKING STICKS, a very large assortment.

WATERPROOF COATS, LEG-
GIVINGS and CHAIR APRONS.

TRAVELLING SUITS, UN-
SKINNED and SKINNED.

WATERPROOF COATS, LEG-
GIVINGS and CHAIR APRONS.

UNSKINNED and SKINNED.

READY-MADE ULSTERS IN STOCK.

ROBT. LANG & CO.

Hongkong, February 21, 1888. 285

W. POWELL & CO.

GREAT CLEARANCE SALE.

FOR 14 DAYS ONLY.

SPECIAL OFFER FOR THURSDAY:

100 dozens Gentlemen's WHITE MERINO VESTS,

\$3.25 per dozen.

W. POWELL & CO.

Hongkong, August 29, 1888. 1411

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS GENTLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM

THE PRINCIPAL LANDINGS PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPI

THE CHINA MAIL.

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES



Are clear, cool, & preserving to the eye.
MR. LAWRENCE is now in HONGKONG
and may be CONSULTED at the
HONGKONG HOTEL (Room No. 20),
daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES VS. BLINDNESS.

Visitors is justly described as the most important of our woes, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is to be necessary, the utmost care should be taken in the selection of them.

The late eminent Optician, Dr. Soelberg Wolla, testified that he had no hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. Gooch, Esq., F.R.C.S.,
Barrister-at-Law, Singapore,
Writes:

I have used Glasses for twenty years, and have no hesitation in saying that those supplied by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,
Hotel D'Europe, Singapore.

LAWRENCE & MAYO,
OPHTHALMIC OPTICIANS,
(Opticians to the Principal Ophthalmic Surgeons in England and India.)
Offices:—Old Bond Street, LONDON.
3 & 4, Haro Street, CALCUTTA.
22, Rampart Row, BOMBAY.
Hongkong, July 23, 1888. 1432

To-day's Advertisements.

STEAM TO STRAITS, COLOMBO AND BOMBAY.

The P. & S. N. Co.'s
Steamship
Kashin
will leave for the above places on SATURDAY, 1st September, at noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 29, 1888. 1432

FOR YOKOHAMA AND KOBE.

The Steamship
Iphigenia, will be
despatched for the above
Ports on SATURDAY, the 1st September,
at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & CO.,
Agents.

Hongkong, August 29, 1888. 1435

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Co.'s Steamship
Zafiro, Captain TALBOT, will be
despatched for the above
Ports on SATURDAY, the 1st September,
at 4 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,
General Managers.

Hongkong, August 29, 1888. 1437

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. MAIL Steamship CITY OF PEKING will be despatched for San Francisco via Yokohama, on TUESDAY, the 18th September, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Duncara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Tickets granted as follows:

To San Francisco \$200.00
To San Francisco and return, 1 350.00
available for 6 months) 350.00

To Liverpool 225.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates are offered to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Fares will be received on board until 4 p.m. the day previous to sailing. Parcel Post will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consignee Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, August 29, 1888. 1434

To-day's Advertisements.

ZETLAND LODGE
No. 625.

A Regular MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY NEXT, the 4th September, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially invited.

Hongkong, August 29, 1888. 1433

NOTICE.

ROSE & Co. beg to inform the Committee of the Lodge that the DOOR of the STAIRCASE will be CLOSED from SATURDAY the 1st September, to a few days after. Due Notice will be given when opening will take place.

Important and Special Orders can be sent by the dwelling entrance next to Messrs. WOTTON & DEACON, Solicitors.

Hongkong, August 29, 1888. 1436

FROM HAMBURG, PENANG AND SINGAPORE.

The S.S. *Iphigenia*, Captain VOZNIK, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from the ship.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. to-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Gopown Co. and stored at Consignees' risk and expense.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Sept. will be subject to rent.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 4th Sept., at 4 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, August 29, 1888. 1432

SHIPPING.

ARRIVALS.

August 29, 1888.—
Woosting, British steamer, from Whampoa.

Lemnos, British steamer, 1,351, J. Thorleif, Saigon August 25, Rio and Paddy—ADAMSON & CO.

Haitian, British steamer, 1,182, S. Ashton, Foochow August 25, Amoy 27, and Swatow 28, General—DOUGLAS STEAMSHIP CO.

Aitaine, German steamer, 1,050, L. Voltmer, Hamburg and Singapore August 23, General—SIEMSEN & CO.

Marie, German str., 704, J. Holmann, Haiphong Aug. 27, General—A. R. MARX.

Kufueng, British steamer, 997, W. W. Duff, Glasgow July 10, Gibraltar 16, Port Said 20, Suez 27, Perim August 2, Penang 17, and Singapore 23, General—BUTTERFIELD & SWINE.

DEPARTURES.

August 29:—
Amoy, for Whampoa.
Jason, for Amoy and Shanghai.
Phu Quoc, for Haiphong.
Thura, for Chefoo.
Port Darwin and Sydney.
Deutera, for Saigon.
City of New York, for San Francisco.
Duke of Westminster, for Amoy, Woosung, Japan and Vancouver.

Cleared.

Ferri, for Haiphong.
Fulien, for Swatow.
Wentong, for Shanghai.

PASSENGERS.

ARRIVED.
Per Lenox, from Saigon, 160 Chinese.
Per Hailan, from Coast Ports, Mr. Howell, 4 Chinese in saloon, and 362 Chinese in deck.

Per Aitaine, from Pakhoi, 30 Chinese.

Per Iphigenia, from Singapore, &c., Mr. Schmidt, and 7 Chinese.

Per Marie, from Haiphong, Messrs. Had, Pfaff, Sorenson, Fael, Bellier, and 80 Chinese.

Per Kufueng, from Glasgow, 83 Chinese.

DEPARTED.
Per Gutteridge, for Sydny, &c., Messrs. Ryall, B. Saunders, Jean Metras, Miguel Monlez, and 7 Japanese.

Per Jason, for Amoy, 200 Chinese.

Per Ferri, for Haiphong, 30 Chinese.

Per Japan, for Singapore, Mr. and Mrs. Lindsay; for Calcutta, Mrs. Solomon and son, Mr. Fendo, Mr. and Mrs. Ridgeley.

Per City of New York, for Yokohama, Commodore Maxwell, wife and child, Lieut. H. T. Hawkins, Mr. John Harris, Dr. Freeman, and 3 Japanese in steerage; for Honolulu, Capt. Goo Yook, Mrs. Chow Yes, and Miss Chow Hing, and 387 Chinese; for London, Capt. F. Annis; for San Francisco, 130 Chinese.

DEPARTED.
Per Chungt, for Sydney, 10 Europeans.

Per Deutera, for Saigon, 100 Chinese.

Per Duke of Westminster, for Vancouver, &c., 1 European, and 250 Chinese.

TO DEPART.

Per Natal, from Hongkong for Saigon, 11 Chinese; for Singapore, 6 Chinese; for Aden, Mr. Auriel Bekhar; for Marseilles, Mr. Brewin Shuttlewood; for Saigon, from Yokohama, Messrs. T. Fontaine, C. Duval, A. Faucher and Prigent, and 21 marines. For Singapore: from Shanghai, Mr. A. Thurnburg, For Pondicherry: from Yokohama, Mrs. Trulst. For Port Said: from Shanghai, Sister Vidi, and Mr. M. Pierre Jau. For Alexandria: from Shanghai, Mr. S. Litomoff. For Marseilles: from Shanghai, Mrs. Haas, Mr. T. N. Aldis, Miss Kattler, Messrs. Thebaud and Potier; from Yokohama, Messrs. Yosouye, Yeghi, Ott, and Sadasu.

Per Fokien, for Swatow, 50 Chinese.

SHIPPING REPORTS.

The British steamer *Haiyan* reports: From Foochow to Amoy, light variable winds and fine weather, sea calm. Amoy to Swatow, calms and heavy showers, sea very smooth. Swatow to port, calms and fine sea smooth. Steamer in Foochow.

Mopil Steamer in Amoy, Feb. 12 and Alcine, Scyd. Steamers in Swatow, Sungkwan, Chongki, Kiongkang, Fuzhou and Canton.

The British steamer *Kaiyin* reports: Left Glasgow 10th July, Gibraltar 16th, Port Said 26th, Suez 27th July, Perim 2nd August, Penang 17th, and Singapore 23rd August; had moderate weather to Cape Pedarau, from there light airs and calm.

POST OFFICE NOTICES.

POST OFFICE NOTICES.

MAILS will close:

For SWATOW.—For Tokio, at noon, on Thursday, the 30th inst., instead of as previously notified.

For BANGKOK.—For Demacang, at 1.30 p.m., on Thursday, the 30th inst.

For STRAITS & JALCUTTA.—For Wingking, at 2.30 p.m., on Thursday, the 30th inst.

For SAIGON.—For Amio, at 3.30 p.m., on Thursday, the 30th inst.

For THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—For Moal, at 3.30 p.m., on Thursday, the 30th inst.

For HOIHOW & PARAOI.—For Atchee, at 5 p.m., on Thursday, the 30th inst.

For STRAITS & BOMBAY.—For Bormida, at 11.30 a.m., on Friday, the 31st inst.

For AMOY & MANILA.—For Don Juan, at 3.30 p.m., on Friday, the 31st inst.

For SINGAPORE.—For SINGAPORE, at 9.30 a.m., on Thursday, the 6th September.

For STRAITS, COLOMBO & BOMBAY.—For Kastil, at 11.30 a.m., on Saturday, the 1st September, instead of as previously notified.

For GARDEN SEEDS.

SEASON 1888-9.

THE following SEEDS required for immediate Sowing

CANARY, CYCLAMEN, CINERARIA.

OUR FIRST SHIPMENT.

of Assorted Vegetable and Flower Seeds

has arrived, and will be ready for delivery in a day or two.

CATALOGUES AND GARDENING NOTES

FREE on application.

A. S. WATSON & CO., Limited.

THE HONGKONG DISPENSARY.

16th August, 1888. 1435

NOTICE.

On the 28th Instant, at No. 17, Hollywood Road, Hongkong, the Wife of Sergeant D. McDonald, Hongkong Police Force, of twin Daughters, one still-born.

BIRTH.

On the 28th Instant, at No. 17, Hollywood Road, Hongkong, the Wife of Sergeant D. McDonald, Hongkong Police Force, of twin Daughters, one still-born.

DEATH.

On the 28th Instant, at No. 17, Hollywood Road, Hongkong, the Wife of Sergeant D. McDonald, Hongkong Police Force, of twin Daughters, one still-born.

TELEGRAMS.

[SUP

THE CHINA MAIL.

and oil shop at No. 18 Lyndhurst Terrace. The employees were at their evening meal at the time, and they all protest entire ignorance of the origin of the fire. As is usual in such cases, no attempt was made by the Chinese themselves to extinguish the flames, which accordingly made rapid headway. In a few minutes a large volume of flame and smoke was rolling out at the doorway of the shop, and being caught by the wind was carried over to a large block of houses on the opposite (the north) side of the street. Here a wooden sunshade projecting over the door of a shop at once took fire. The danger to the houses on the north side was yet but slight, as the flame had not sufficient volume except at the outset to cross the forty-five feet of roadway; and a couple of buckets of water applied by prompt and sure hands to the burning sunshade from the floor above would have diminished the area of the fire to mere trifles. This kind of action, however, is not consistent with the panic which always seizes the celestial mind on the appearance of fire, and therefore it was wanting. When the Fire Brigades reached the spot the house on the south side in which the fire originated, and that on the north side to which it had swiftly crossed, were both in flames and burning with remarkable fierceness. The whole neighbourhood was in a state of the wildest panic at the dangerous aspect things. There was some preliminary trouble, of course, and necessary loss of time in getting the engines in position and arranging the hoses, but if this had been all, the fire might have been checked in an hour, even although from one cause and another the mongrel staff of fourteen Europeans belonging to the Government Brigade was reduced to ten, of whom only six could turn up at the beginning. But on trying the hydrants at the foot of Lyndhurst Terrace and the top of Cochran Street for a supply of fresh water to commence operations it was found that no water could be got. The loss of this invaluable aid at such a moment was little short of appalling—not a drop of water to be got until the necessary arrangements for pumping a stream up from the harbour were completed, and the flames meanwhile gaining enormous force and volume on both sides of the street! In the hurry and agitation which ensued it was perhaps hardly to be wondered at that the arrangements afterwards made were not by any means perfect, but even such as they were they were for a time rendered altogether futile by another calamity—the break-down of the floating engine, which was lying opposite the foot of Pottinger Street. The volunteer engine with a good head of steam was meanwhile standing by the hydrant at the foot of Lyndhurst Terrace, and as soon as Mr. Wagner, Acting Superintendent Engineer, got the floating engine put to rights, which he did with commendable promptitude, a stream of water was pumped up by the united exertions of this engine and two others to a tank placed alongside the volunteer engine, which in turn pumped water for two hoses. That there was a waste of steam power here is of course quite evident. Only two hoses were available at the outset to cope with a fire which was blazing on both sides of a narrow street and making alarming headway. Another of the Government engines which had been under repair was afterwards got out and utilized to pump a second stream of water from the harbour, while one more was stationed by the hydrant at the top of Cochran Street waiting for the water that was so shamefully long in coming. For it did come ultimately, after more than half-an-hour's delay; but in such a dribbling stream that only one hose could be supplied at a time by the engine. Consequently the two hoses that were attached here were used alternately, one for the burning houses on the north side of the street and the other for those on the south side. In this way for four hours ineffectual efforts were made to check the fire.

A large timber yard at the back of the houses on the south side was regarded as an object of special danger, and the efforts of the Government Brigade were directed towards the protection of this place for a considerable time, while the fire on the south side, where by far the greatest amount of destruction was done, worked its way rapidly backwards gradually unchecked. It continued its course in this direction till it reached the house No. 90 Wellington Street, an expensively furnished and highly ornamented building used as a Chinese Club. Its stoppage here was perhaps as much due to the fact that the course which the direction of the wind gave it was intersected by the street, as to the efforts of the Brigades. At all events it was fortunately checked here, and not till then did the people in the neighbourhood breathe freely. As we have stated, sixteen houses in all were destroyed. Four of these are on the south side of Lyndhurst Terrace, where the fire broke out; five on the opposite side of the street, in a lane on this side which runs into Cochran Street, and one in Wellington Street. Some of the houses destroyed are, we understand, heavily insured, and their total value is said to be \$30,000. The sum in which the fire originated is insured for \$800 in an office for which Messrs. Russell and Co. are agents. A rumour of incendiarism arose from the fact that some men were seen looting immediately after the outbreak, but investigations made to-day fail to show that the rumour was unfounded. The looters were brought up in the Police Court this morning, but were remanded.

The fire made several attempts to break out again during the night, and a staff of men had to be left on the spot. The failure of the fresh water supply at so critical a time has been commented on to-day with much indignation, and we hope a searching inquiry will be made into the cause thereof. As to the weakness of the Government Brigade the cause is not far to seek, for that indispensible though never very adequate institution which has been dying for want of proper nourishment for a long time, was practically killed by the scandalous 'bonum' arrangement of this year.

CORRESPONDENCE.

LAST NIGHT'S FIRE.

To the Editor of the 'China Mail.'

Aug. 29th.

Sir.—The present inadequate means of grappling with a fire in its early stages was never more manifest than at the serious conflagration in Lyndhurst Terrace last night. That a fire should leap across a street of about 45 feet wide and pretty well get the opposite ground before any water is thrown upon it, and within 100 yards of the Central Police Station, a building which the authorities should at once take measures to prevent. The majority of the small large fire, a night have been caused to the premises in which they commenced had there been but the smallest preventive means used. At most of these fires, after

the sea water hose has been used, sometimes you will see some Chinese attempting to make a connection with the fresh water. Then attempting for he invariably manages to screw the worm irregularly or turn the water on before the connection is properly made, and then turns it off again when things are ready, until some Britisher comes along with a "D— you what are you doing?"—and it is in this that I think the seriousness of the fire is greater than the "Tyan Sun Supply" is available. Let every district officer station having a reel of hose— the Central Station having a double supply—and let every constable be drilled in the use of the hose and its connection with the fresh water supply, then in the majority of cases ten minutes could not elapse before water was being played on the fire, and this in scores of cases would, I am sure, be the means of preventing fire spreading, and reduce to a minimum the immense destruction of valuable property attending so many fires. Yours,

OSERVER.

THE HOLLYWOOD ROAD ARSON CANE.

Further evidence was heard by Mr. Wodhouse in the Police Court to-day in connection with the charge of wilful fire-raising, against Chang Chi, accountant; Chui Kai, cook; and Tong Yung, scullion, all belonging to the shop number 80, Hollywood Road, which was destroyed by the 19th inst.

Mr. Stokes—I appear, your Worship, to prosecute the three defendants just now before the Court, and also the last defendant, Leiy Ayuk whom I wish to inculpate as fourth defendant under the general charge of arson. It is true, your Worship, before going into the case that it will be necessary to clear the ground of certain objections made by Mr. Wotton as to my appearing in the case.

Mr. Wotton—So far as including this man in the same charge with the others is concerned, I say that a charge having been preferred against him separately from the other he is entitled to a separate trial. The charge against him has not been substantiated in any way. The only evidence against him is that of endeavouring to induce the informer not to give evidence, by bribery, and until there is more evidence before your Worship I think the case should stand as you originally determined and that Leiy Ayuk should be tried separately from the other three men.

Mr. Stokes—I think it would be more convenient in the first place to remove the objection made by Mr. Wotton.

Mr. Wotton—As regards that I don't urge it any longer.

Mr. Stokes—I don't think that is a very satisfactory way to leave it. It was left to the Governor on the point, and if he insists on that I'll accept it.

Mr. Wotton—I withdraw the objection.

Mr. Stokes—We should be exactly in the same position on any future occasion as we are now. Mr. Wotton might raise the same objection and the same delay would take place. As he has applied for a division Sir W. G. Plowden's amendment was rejected by 103 against 36 votes. The Budget was then adopted without a division.

PARLIAMENT.

In the House of Commons last night the Oath Bill was read a third time, and the Imperial Defence Bill a second time.

London, 10th Aug.—The House of Commons agreed to the Lords' amendments to the Local Government Bill and read a third time the Imperial Defence Bill.

DISMISSAL OF THE TURKISH FINANCIAL MINISTER.

Constantinople, 10th Aug.—Mahmoud Pasha, the Turkish Minister of Finance, has been dismissed.

THE INDIAN COUNCIL.

London, 11th Aug.—Sir Archibald Alison replaces Sir William Forster in the Indian Council.

OPENING OF A RAILWAY IN TURKEY.

Constantinople, 12th Aug.—The railway between Sofia and Constantinople has been opened.

RUSSIA AND BULGARIA.

St. Petersburg, 12th Aug.—Russia maintains her demand for the departure of Prince Ferdinand from Bulgaria. She also maintains the exclusion of Prince Alexander in connection with the settlement of the question, after the normal situation is restored. Russia will send a Commissioner to Bulgaria and Russia; she will then accept any legally elected Prince belonging to the Orthodox Church.

The following items of news are taken from the London and China Express of the 27th July:

CAPTAIN O. P. TUDOR, just promoted to that rank, joined the Navy as a cadet of 1877; in command of the steamer gunboat China Sea, 1876-80; has the bronze medal of the Royal Humane Society. Captain A. C. B. Bromley son of the late Sir R. M. Bromley, Accountant-General of the Navy, and brother of Commander G. V. Bromley, is a cadet of 1860; was trumpet officer in connection with the Egyptian Expedition, and in command of the steamer China Seas, 1864-87.

On the subject of coaling stations, the British Army has the following in the course of an article:

"... 170,588 tons.
Stones and Lime, ... 3,018,617 catties.
Bricks and Pottery, ... 15,543 tons.
Other goods, ... 15,535 packages.
1st Class passengers, ... 1,166.
2nd Class, ... 14,333.
Total Receipts, 53,043,273 taels.

The freight for coal from the mines to the present terminus, Yen Chwang, is fixed by agreement between the two Companies at a quarter of a tael.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. J. Leach, Acting Justice of the Peace.)

NEWS IN ADVANCE OF THE MAIL.

We take the following telegrams from Paris received in advance of the French Mail:

ENGLAND AND FRANCE.

London, 9th Aug.—With regard to the Marquis of Salisbury, said that she was progressing rapidly, and had now become a solvent power. There were still dangers on her frontiers which required unrelaxed vigilance.

England deserves that Egypt should be strong enough to master internal disorder, and be able to repel external attack. Till then, his Lordship said, England will remain in Egypt.

THE GOVERNMENT OF INDIA.

London, 10th Aug.—In the House of Commons last night the Under-Secretary of India made a statement on the Indian Budget. Sir John Gorst explained that the deficit was entirely due to special expenditure on defence and to Burma, where, however, it was looked that there would be a gradual increase of revenue accompanied by a decrease of expenditure. Government expected that they would be able to impose the land tax at its full rate within five years of the annexation. The revenue in Burma was already increasing by £300,000.

Mr. Bradlaugh suggested that a Committee including natives be appointed to inquire into the administration of India.

Witness continuing—There were six or seven men at the foot of me. I did not go out to lunch with them. If I had done so they would have charged me with larceny. The first time I saw my father after the fire was about six o'clock. After I had taken the engine back to the station I saw him at the street door of our house. He asked me where I had been and I told him I had been drawing the engine. I did not tell him anything about the shop having been set fire to. It is not true that I was caught stealing something from this shop and that I was beaten by the fokias. I did not tell my father nor my mother about my looking through the crack of the door. I did not tell people in the street. I did not tell my father because he scolded me that morning. When I told my mother anything she always tells me to mind my own business. The tin of stuff which I saw thrown on the fire in the shop did not make a report; it just made the fire die up.

The case was again adjourned till Friday at 10 a.m.

THE CHINESE TIENTSIN RAILWAY COMPANY.

We have received from Mr. Wu Lin Yuen, the Local Agent, a pamphlet in Chinese lately issued by the above company, giving (1) official documents of historical value showing how the company came to be formed, what are its objects, and what its constitution; (2) By-laws and Regulations; (3) Report of work done and in progress; and (4) detailed accounts; with a Preface by Mr. T'ing-feng (Ng Teal), manager, Mr. Chih Ch'ang, sub-manager, and Yen Hsin Hoo, Secretary.

It appears that seven years ago the Kaiting Mining Company obtained permission to make 20 miles (32 km) of railway and 65 miles of canal, for the purpose of conveying coal to the Chi Canal on the East of Tientsin. This work had been completed with satisfactory results so far; but the small railway experiment soon made it evident that a complete line of railway to Tientsin would be far better and would be sure to pay. Accordingly the Imperial sanction was sought and obtained in 1886 for the formation of a limited company. It is to have a monopoly of railway operations in that quarter. Its objects are primarily to purchase shares in the Mining Company, the portion of railway already made by them with all its belongings, to construct a continuation of this line to Yen-ch'uan a distance of 70 miles, and then to complete the line to Tientsin, a further distance of 180 miles. A prospectus was issued and 10,000 shares offered at 100 taels each more than a year ago. It seems that the close of last year a quarter of these shares had been taken up. In the meantime the 20 miles of railway had been purchased in the end of 1886, and the other 70 miles completed four months later, so that this port gives the money account for 10 months. They seem to be full and clear. There are figures of former Hongkong lawyer's hand throughout these statistics. A dividend is to be paid at the rate of 3 per cent per annum reckoning from the time of purchase of the shares.

The traffic for the year ending 10th May 1888 is as follows:

COAL BY VESSEL

... 170,588 tons.
Stones and Lime, ... 3,018,617 catties.
Bricks and Pottery, ... 15,543 tons.
Other goods, ... 15,535 packages.

1st Class passengers, ... 1,166.
2nd Class, ... 14,333.

Total Receipts, 53,043,273 taels.

The freight for coal from the mines to the present terminus, Yen Chwang, is fixed by agreement between the two Companies at a quarter of a tael.

Mr. Stokes—Then I apply to your Worship, I suppose, with regard to the case in the mean time and any suggestions you make will be attended to. As to your prosecuting I shall give no decision on that point until the evidence of the witness Leung Kan is finished. With regard to the other point I shall take the evidence of this witness and then I shall hear what you have to say.

Mr. Stokes—I should very much prefer if your Worship would decide the point now as to whether I am allowed to prosecute or not.

His Worship—I must wait until this witness's evidence is concluded.

Leung Kan, recalled, said in reply to the Magistrate—When I met Li Ayuk as I was going to give the alarm of fire, that was the first time I had seen him that morning. I did not see him in the shop with the others that morning. He was coming up Sing Wong Street when I met him. I had about an hour previously seen property removed from the shop and taken in the direction of Sing Wong Street, but I don't know whether the appearance of the master at the time I met him had any connection with the removal of the property. The last time previous to this that I had seen the master was between eight and nine on the previous evening, when I saw him counting money in the shop. I saw him put all the cents into one basket. It was a cooked rice basket into which he was putting the cents; it was a good deal smaller than the basket I afterwards saw carried.

Cross-examined by Mr. Wotton—I stand all fire and pull the engine. I have done this since last year. I get pay for attending fire, fifteen or twenty taels each time. I have never acted as a witness in case of fire before this case. I don't expect to get it given to me. I was talking in the street about the Kut Fung fire on the 19th of July. Two days before his client informed Mr. Musso of his part to the effect that he had sold the goods, and in consequence of this information the sale was postponed. This notice was given to Ho Sam. The sale was postponed from the 16th, and no definite day, as far as his client was concerned, was afterwards fixed for the sale. His client said that he always dealt with Ho Sam, whom he had to be the moving spirit. He knew that Mr. Musso was held out to be a partner, but he had always been left by Mr. Musso to deal with Ho Sam. He received a letter in English from Mr. Musso, but he replied in Chinese to Ho Sam and understood that notice to one was given to both. The advertisement in the Chinese newspaper, Mr. Wilkinson held was proof of the partnership or that they held themselves out to the world to be partners. The purchase of the goods would be completed for sale. She is to be equipped with two 110-ton breech-loading guns, one 30-ton gun, twelve 6-in. 5-ton guns, quick-firing guns, torpedoes, and an equipment of machine guns. The San Poil has a displacement of 10,470 tons, and is fitted with engines of 12,000 horse power. She and her sister ship, the Victoria, will be the most powerful ships built for the Royal Navy, with a speed of 18 knots.

There is exceptional activity at Woolwich in shipping military stores for South Africa. Thousands of tons are being put on board and men are working overtime. Instructions have been received from the War Of-

fice that not an hour shall be lost in putting to sea. We have reason to believe that this haste is not due so much to the increased gravity of the situation in Zululand as to the discovery that the stores of munitions of war at the Cape have been suffered to fall dangerously low.

Reports have been spread lately of the retirement of Sir Hugh Low from the post of British Resident in Perak, and rumour has likewise been busy with the name of Sir Fred. Dickson, Colonial Secretary of the Straits Settlements, as his successor. The latter is, we think, very unlikely, and we trust, improbable, for without making any comparison there is no one so qualified, or who deserves the post in the same degree, as the present British Resident in Singapore. Besides, Mr. Swettenham has already served during Sir Hugh Low's absence on leave, and is intimately conversant with the wants of the State.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.

The following is the Report for presentation to the Shareholders at the third Ordinary General Meeting, to be held in the Company's Offices, Singapore, on Saturday, the 1st September, at 11.45 a.m., preceding:

To the Shareholders of the

Straits Fire Insurance Company, Limited.

GENTLEMEN.—Your Directors beg to place before you the annexed Statement of Accounts for the half-year ending 30th June, 1888.

The net Premium earned, after deducting Reinsurance and Returns, amount to \$62,717.44. The Interest accrued to \$15,185.87.

1887. After payment of an interim dividend of 5%, and further losses to June, there still remains a balance of \$14,611.12 to meet liabilities on unexpired policies insured in 1887.

1888. The competition in fire business shows no sign of abatement; notwithstanding this, there is a marked increase in the gross premium taken, being \$70,000.58 for half-year, against \$61,636, for the whole of 1887, clearly showing that the Company is making progress in its connection: the reinsurance has been large, but low rates, and the necessity to keep insurance rates at present are sufficient reasons for the reduction of the gross rates: your Directors regret that losses, though they have been heavier than last, but at the same time the business grows, it is impossible to escape being occasionally interested at fire.

On these grounds therefore His Excellency would ask the acquisition of Sir Robert Hart in the proposed alteration, if his great experience in connection with this subject should suggest no objection.

A fixed Light, without a Tower, would be at a height of 100 feet above the sea-level, the low elevation, as compared with that of a flashing light upon a tower, being to the advantage of the Brethren of the Trinity House, who have, for the same season, fixed 100 feet as the best height for a Light-house in the seas round Great Britain, where wind sailors apply term 'thick weather' probably more prevalent than here.

I have the honour to be, Sir, Your obedient Servant,

F. A. MORAN,
Commissioner of Customs for
Kowloon and District.

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Mails.

Mails.

Intimations.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

WHAMPOA.

Port's Name.	Flag & Rig.	Destination.
Amoy	Ger. str.	Hongkong
Arcadia	Brit. bgo.	
Malta	Ger. str.	
Yangtze	Ger. str.	

AMOY.

In port on August 23, 1888.

MERCHANT STEAMERS.

Ducalion	British
Glenavon	British
Hailong	British

MERCHANT SAILING VESSELS.

Aitair	Brit. bgo.
Anna Wichhorst	Ger. coh.
Andress	Ger. bgo.
Bauto	Brit. bgo.
Contair	Ger. bgo.
Elo	Ger. bg.
Hilda	Brit. coh.
Kristina Nilsson	Ger. bg.
Orient	Ger. bgo.

FOOCHOW.

In port on August 25, 1888.

MERCHANT STEAMERS.

Heochin	Chinese
Hecitan	British
Mogul	British

MERCHANT SAILING VESSELS.

Archos	Ger. bgo.
G. H. Wappas	Brit. bgo.

SHANGHAI.

In port on August 25, 1888.

MERCHANT STEAMERS.

Fuh-wo	British
Fushun	Chinese
Haechang	Chinese
Kiang-piau	Chinese
Keling	British
Kung-wo	British
Lamington	British
Lord of the Isles	British
Oxus	French
Ngankin	British
Pao Hua	British
Patroclus	British
Pechili	British
Poo-choi	Chinese
Sin Nanzing	British
Store Nordiske	Danish
Taiwo	British
Toon-nan	Chinese
Vikaang	British

MERCHANT SAILING VESSELS.

E. T. Crowell	Amer. sh.
Henriette	Amer. sh.
Highlands	Brit. bgo.
Maria	Brit. bgo.
Mary L. Stone	Amer. sh.
Monrovia	Brit. sh.
Satsuma	Brit. bgo.
W. H. Conner	Amer. sh.

NAGASAKI.

In port on August 22, 1888.

MERCHANT STEAMERS.

Kozaki Maru	Japan. bgo.
Rothiemay	Brit. bgo.

YOKOHAMA.

In port on August 17, 1888.

MERCHANT STEAMERS.

Abyasinius	Brit. bgo.
Bay of Fundy	Brit. bgo.
Clan MacFarlane	Brit. sh.
Emblen	Brit. bgo.
Geo. S. House	Amer. bgo.
Hilaria	Brit. sh.
Nemo	Brit. bgo.
Raphael	Amer. sh.
Selkirk	Brit. sh.

MANILA.

In port on August 16, 1888.

MERCHANT STEAMERS.

Cruiser	Brit. str. repairing
Ishida Mindanao	Span. str. I. pool. Spain
Monarch	Brit. str. Liverpool
Saigon	Feh. str. S. Saigon

MECHANICAL SAILING VESSELS.

E. T. Crowell	Amer. sh.
Henriette	Amer. sh.
Highlands	Brit. bgo.
Maria	Brit. bgo.
Mary L. Stone	Amer. sh.
Monrovia	Brit. sh.
Satsuma	Brit. bgo.
W. H. Conner	Amer. sh.

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Monarch	Brit. str. Liverpool
Saigon	Feh. str. S. Saigon

MECHANICAL SAILING VESSELS.

Austria	Brit. bgo. Iloilo
Clan Robertson	Brit. str. New York
G. W. James	Br. Sm. str. discharging
J. V. Troop	Brit. sh. str. discharging
Keppler	Ger. bgo. discharging
Kilmory	Brit. sh. discharging
Mauna Loa	Brit. bgo. Boston
Strathy	Brit. bgo. discharging

ILOILO.

In port on August 16, 1888.

MERCHANT SAILING VESSELS.

Annie Stafford	Brit. bgo. United States
C. of Philadelphia	Amer. sh. New York
New City	Brit. sh. New York

CEBU.

In port on August 16, 1888.

MERCHANT STEAMERS.

Smit	Dutch str. London

BANGKOK.

In port on August 18, 1888.

MERCHANT STEAMERS.

Chamroen	British
Bangkok	British
Rainbow	Siamese
	</td